

INFORMATION REPORT

CD NO. 25X1

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COUNTRY Germany (Russian Zone)

DATE DISTR. 29 JUL 49

SUBJECT 1. Soviet Air Force Unit Identifications
2. Notes on Dumps, Aircraft Types, T/O's

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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It is anticipated, for example, that 10 Ground Attack Division soon will become 11 GAD. Some shifts among top commanding officers are also contemplated.

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25X1 2. [REDACTED] the following identifications:

III Ground Attack Corps

Finsterwalde (A15) 25X1

10 Ground Attack Division

Finstertal

172 Ground Attack Regiment
185 Ground Attack Regiment
? Ground Attack Regiment

Finsterwalde
Finsterwalde
Cottbus (A57)

459 Aerotechnical Battalion

Cottbus

12 Ground Attack Division
? Ground Attack Division

Klotzsche (F29)
Dresden area

VI Fighter Corps

Kyritz (Z19)

3. Among major depots are:

a. Altes Lager, the most important station for third echelon maintenance. Known as a REMBAZA (Pyervaya Istrebitelnaya Remontirnaya Bazha), this depot is staffed with expert mechanics, technicians and engineers. Both fighters and ground attack aircraft are tested and repaired there. Source believes that bomber repairs are made in Fürstenwalde (V33) and Finow (V08).

b. A large dump at Velten (Z66) furnishes gas, oil, and lubricants to air, motor, and armored units in the Berlin area.

c. Strausberg (V15) is the supply point for bomber replacement parts

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shipped from the USSR.

d. The greatest fuel dump for Soviet forces is located near the Leuna works.

4. Finsterwalde normally receives 150-170 tons of gasoline monthly. The field is permitted to requisition more and does so. Reserves are never allowed to sink below 50 tons. When the entire complement takes off for two hours of flying, 30 to 50 tons are used up.
5. Both IL-2 and IL-10 aircraft are used by 172 and 185 Ground Attack Regiments. Judging from the flow of spare parts for these types to Finsterwalde, source estimates strength at 50 IL-2 and 200 IL-10. § Pilots prefer the IL-2 for its reliability. The IL-10 is easier to handle but, in the opinion of pilots, there is less chance of a safe return if something goes wrong with the engine in flight. For these planes, source provides the following specifications:

IL-2

Weight: Up to 7 tons.
 Engine: 1,800-2,000 HP. Weight, 800-1,000 kilos.
 Fuel: 660 liters for approximately 2 hours flying time.
 Armament: 2 "guns", 3 MG, 4 x 400 kg bombs.
 Dive speed: 450-550 kph.

IL-10

Weight: About 6 tons when fully loaded.
 Engine: Same as IL-2.
 Fuel: Approximately 750 liters.
 Armament: Same as IL-2.
 Dive speed: 500-700 kph.

7. A compound with billets, offices, and workshops is to be built at Finsterwalde. The project, to be built by German contractors, is now termed KECh (Kvartirno-Eksploatatsionniye Chasti).

25X1 § Comment: When mentioning regimental T/O's, source stated that usually there are 50 aircraft to a regiment. He did not explain the discrepancy between this and the strength given for the two regiments at Finsterwalde. He is being questioned further on this point.

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